

# Traffic volume, social interaction and community development

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# Plan

- Traffic and community
- Appleyard's work
- Christchurch case study
- Why?
- Implications and policy responses

# Traffic and Community

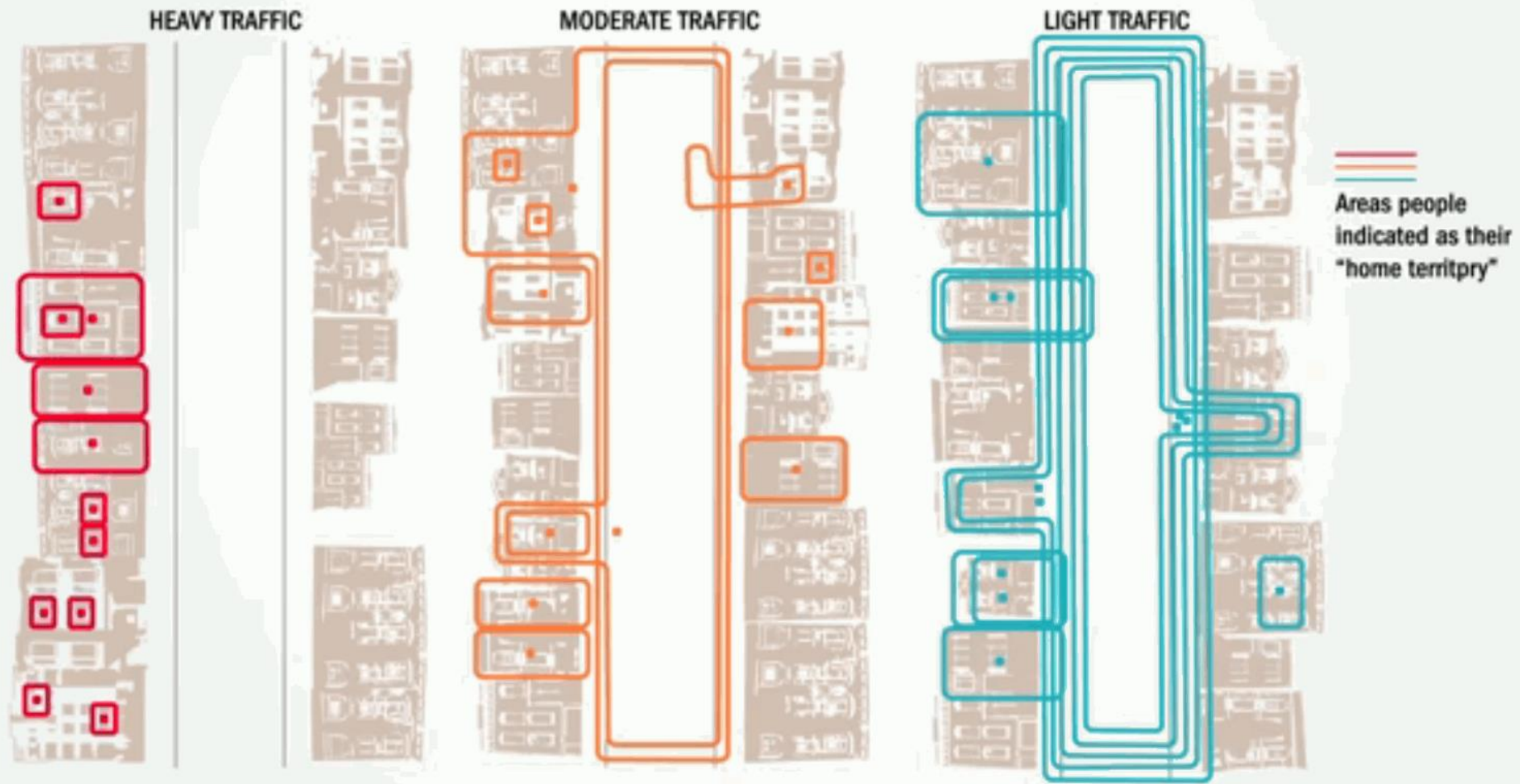


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# Donald Appleyard



# Home Territory on Three Streets



Traffic levels: 16,000, 8,000 and 2,000 vehs per day

Figure 2: This illustration shows how a resident's sense of their home territories shrinks as traffic grows heavier and faster.

Source: Figure 4, page 23, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

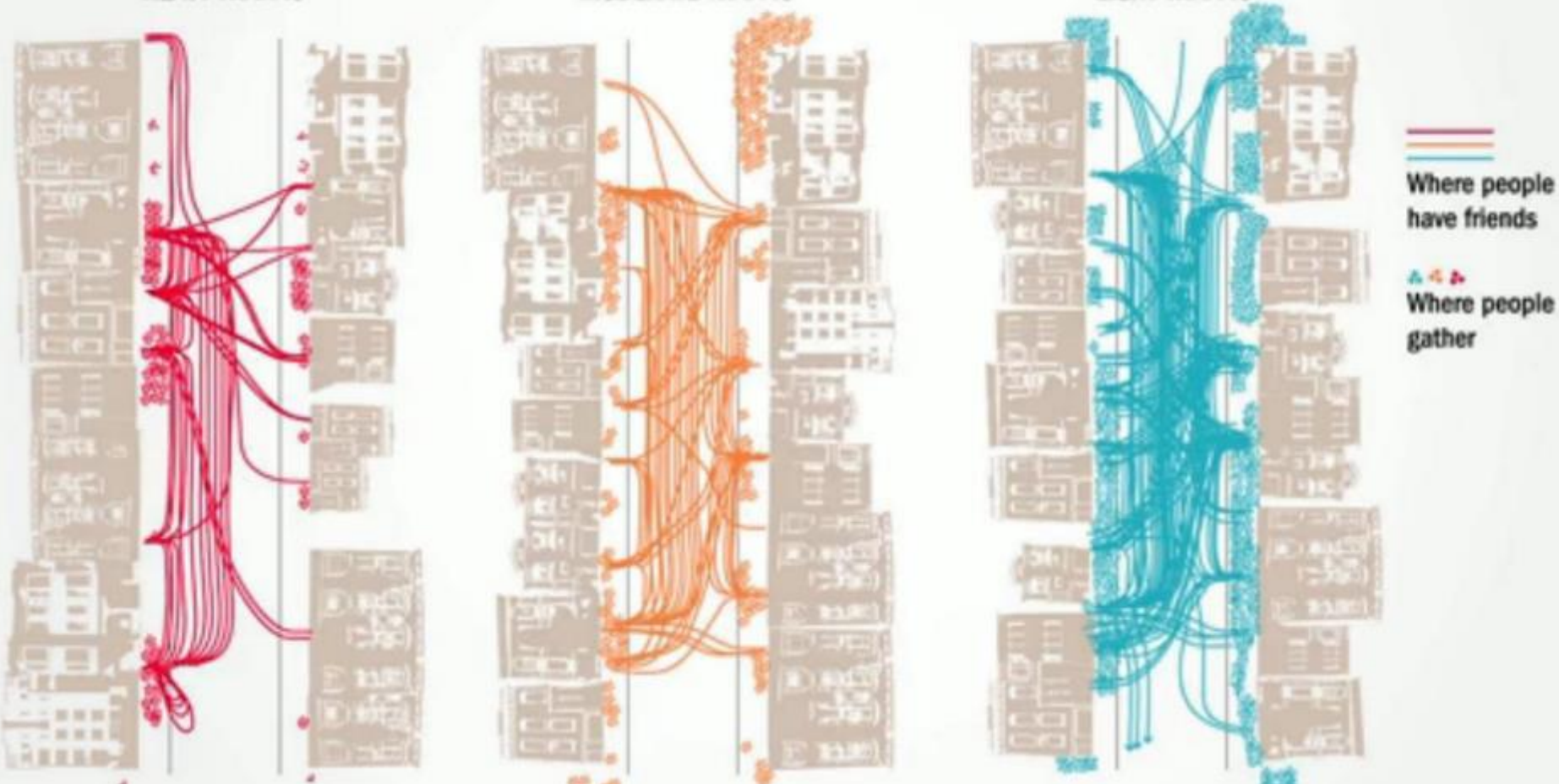


# Social Interactions on Three Streets - Neighboring and Visiting

HEAVY TRAFFIC

MODERATE TRAFFIC

LIGHT TRAFFIC

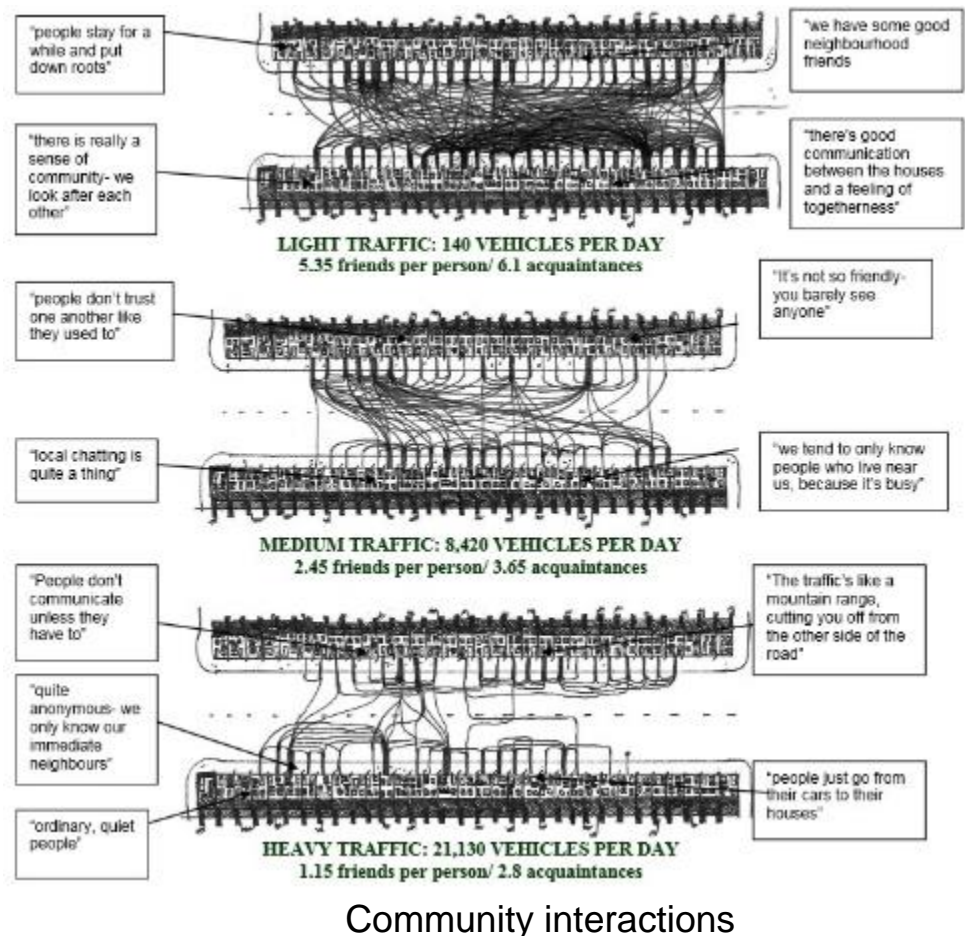
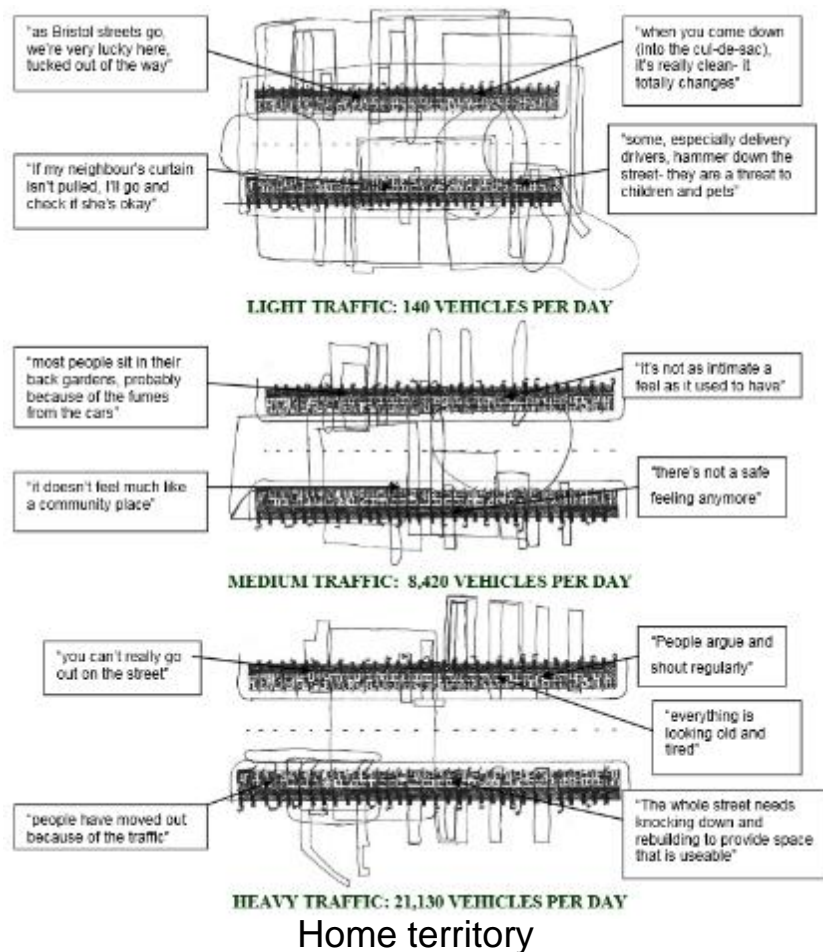


Traffic levels: 16,000, 8,000 and 2,000 vehs per day

Figure 1: This image shows how community ties can actually be knit together by a street that is livable and inviting — or torn apart when auto traffic noise, pollution, and threats dominate the street environment.

Source: Figure 3, page 21, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

# Other studies



Hart J and Parkhurst G, 2011, Driven to excess: impacts of motor vehicles on the quality of life of residents of three streets in Bristol, UK. World Transport Policy and Practice 17, 2, 12-30.

<http://www.eco-logica.co.uk/pdf/wtp17.2.pdf>

Kingham, Wiki and Banwell

# Why Christchurch

- Does it happen in New Zealand?
- How much traffic?



# Christchurch Case Study



*“We have taken the creative crucible of the city –its streets- and handed them over to a form of movement which destroys both the essential elements of creativity: diversity and spontaneity”*

*Engwicht, D. (1999). Street reclaiming: Creating livable streets and vibrant communities, p30*

# Study Area

	Study Classification	NZTA Classification	Traffic Volume (VPD#)
Milton Street	Heavy	Level 2	13,720
Grants Road, section 1	Heavy	Level 2	8,400
Grants Road, section 2	Moderate	Level 1	2,500
Roker Street	Moderate	Level 1	1,400
Proctor Street	Light	Level 1	500
Taunton Green	Light	Low Volume	150*
Stenness Avenue	Light	Low Volume	100*

\*CCC does not display accurate information for counts of less than 500 VPD, estimated numbers only.

# vehicles per day, two way traffic volumes.



Heavy



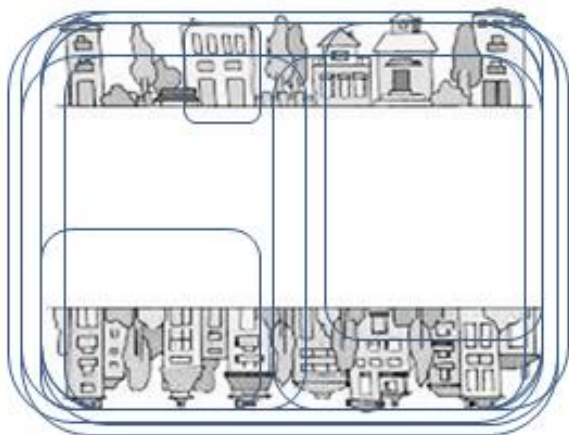
Moderate



Light

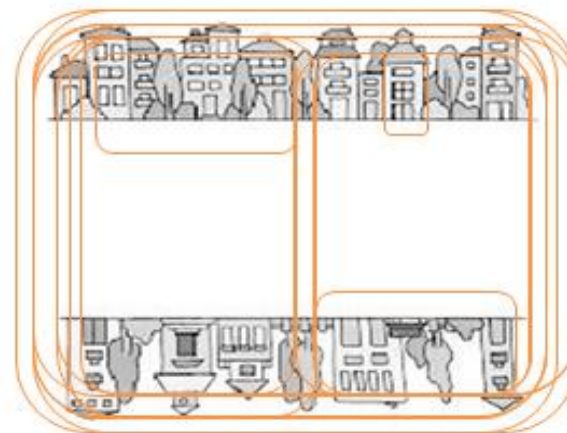
# Local Home Area

## LIGHT



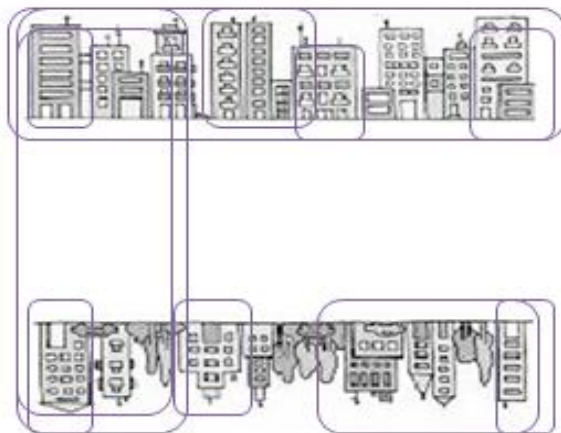
"We have adopted this street as our home"  
"Quiet, clean and friendly"

## MODERATE



"Local parks host most of the leisure activities and games"  
"I like the general ambience"

## HEAVY



"You don't see many people"  
"I would prefer not to live on such a busy and public street with noise, car fumes and dust"

# Neighbourhood Connections

## LIGHT



*5.1 average connections*

"We have great neighbours and live in a safe street"  
"I enjoy talking with my neighbours"

## MODERATE



*5.9 average connections*

"Most people get out and about and talk on the street"  
"Family-orientated and friendly"

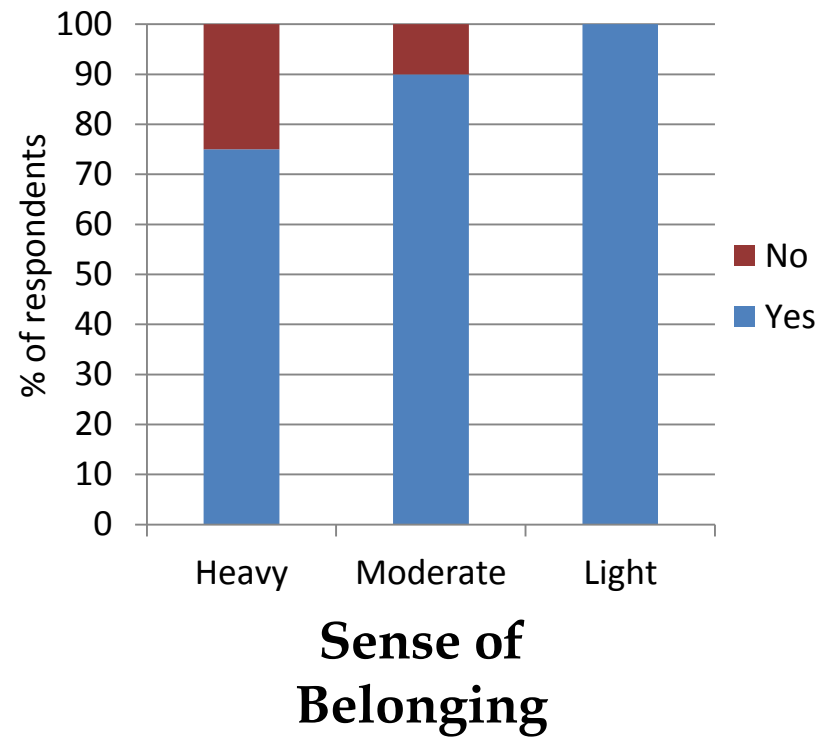
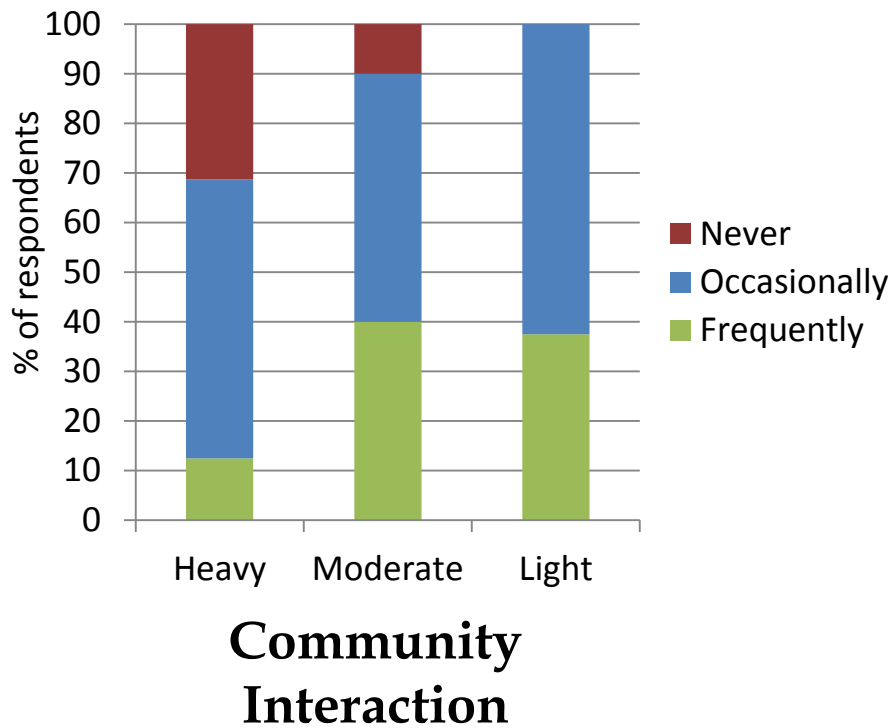
## HEAVY



*2.1 average connections*

"My street is a car thoroughfare"  
"Lived here over 35 years, a decline in people talking to neighbours  
and children playing"





- Role of street space as an agent of diverse exchange subverted by vehicular dominance
- Significant impacts on the livability of streets & wellbeing of residents
- Raises questions about for whom and what residential street spaces should be designed

# Why?

- Distance and proximity
  - *“If you have to get in your car it’s not local”*
- Walkability
- *Bumping places*
  - Activity centres (e.g. schools, greenspace)
  - Quiet streets & cul-de-sacs
  - Multiple back sections with shared drive

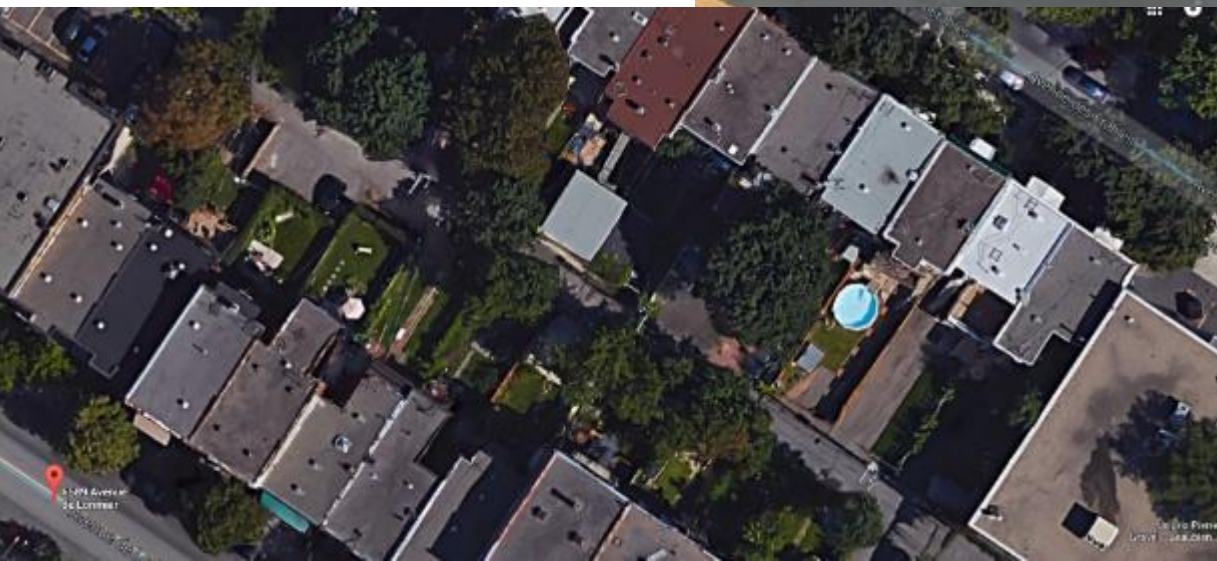
# Implications and policy responses

## Streets

- Reduce traffic – encourage *social* modes
- Reduce traffic speed
- Better design of new streets of 3,000+ vehicles (or retrofit existing)
  - e.g. back lanes, access lanes



e.g. Montreal



well



# Back lanes as recreational areas

Popular Now in Metro

- KTM begins installing new ticket machines
- Giving it my best
- High price to pay for security
- Dr Farman: Non-life threatening cases should avoid A&E units at hospitals
- Han emperor's favourite sweet

THE IPOH City Council is mulling the idea of converting back lanes into recreational areas, similar to what is being done in many other countries.

Mayor Datuk Zamri Man said the council is studying the suitable locations at Ipoh's Old and New Town areas.

He said either the back lanes could be converted to recreational areas or made into parking lots.

"Since we have limited places to construct recreational areas within the city, we need to enhance and upgrade the existing ones."



## back lane project - OUR LOST SPACE

WINNER: GRAND PRIZE WINNER



# Gardening? It's right up our alley! Community transforms Victorian passageway behind homes into oasis of greenery

- Once-dingy lane in Middlesbrough now haven of hanging baskets, trellises and trees with apples and pears
- Mavis Arnold has helped turn lane into a wonderland, while neighbouring alleys are still scruffy and rundown
- Alley was well-kept in 1960s but as the decades dragged on residents began to dump their rubbish on cobbles

## NATIONAL POST

## CANADA

TRENDING Brexit | Blue Jays | Trump | FP500 | Lotto Max

# Forgotten 'country lane' experiment could be answer to Vancouver's desire for more green space

BRIAN HUTCHINSON | July 2, 2013 5:10 PM ET  
More from Brian Hutchinson | @bhutchinson



quick access, place your bookmarks here



## Bungo in the Back Lanes, 2016 – THANK YOU!

June 21st, 2016 Kevin Kane

No comments

A BIG THANK YOU from The Strathbungo

## CHAT TRUST

Churches Acting Together in Arthur's Hill



Services / Reclaim the Lanes

## Reclaim the Lanes

# Implications and policy responses

## Streets

- Reduce traffic – encourage *social* modes
- Reduce traffic speed
- Better design new streets of 3,000+ vehicles (or retrofit existing)
  - e.g. back lanes, access lanes
  - e.g. alternative *bumping places*
    - Street furniture, bus stops, greenspace

# Implications and policy responses

## Places

- Design *bumping places* (shared space) in new urban developments
- Value and enhance existing *bumping places* e.g. schools

# Summary

- Traffic affects social interaction and community development in New Zealand
- Need to create *bumping spaces*